

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CTOGE

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: VILLAGE OF LINCOLN HEIGHTS

CODE# 061-43722

DISTRICT NUMBER: 2 COUNTY: Hamilton

DATE 09 / 15 / 00

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936

E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: MEDOSCH STREET IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$128,890.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 161,110.00 FUNDING REQUESTED: \$ 128,890.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 128,890.00

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program
☐ Local Transportation Improvements Program

☒ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

20 SEP 22 AM 10:21

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:	\$ <u> .00</u>	<u> </u>
	Preliminary Design	\$ <u> .00</u>	
	Final Design	\$ <u> .00</u>	
	Bidding	\$ <u> .00</u>	
	Construction Phase	\$ <u> .00</u>	
	Additional Engineering Services *Identify services and costs below.	\$ <u> .00</u>	<u> </u>
b.)	Acquisition Expenses: Land and/or Right-of-Way	\$ <u> .00</u>	<u> </u>
c.)	Construction Costs:	\$ <u> 146,462.00</u>	<u> </u>
d.)	Equipment Purchased Directly:	\$ <u> .00</u>	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ <u> .00</u>	
f.)	Construction Contingencies:	\$ <u> 14,648.00</u>	
g.)	TOTAL ESTIMATED COSTS:	\$ <u> 161,110.00</u>	

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u> 32,220.00</u>	<u> 20%</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> </u>	\$ <u> .00</u>	<u> </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 32,220.00</u>	<u> 20%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 128,890.00</u>	<u> 80%</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u> 128,890.00</u>	<u> 80%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 161,110.00</u>	<u> 100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: MEDOSCH STREET IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Medosch Street is an east-west collector located on the west side of Lincoln Heights. It is immediately west of Lincoln Heights Community Center and Swimming Pool, and terminates at Anthony Wayne Avenue. Anthony Wayne Avenue is a north-south collector forming the western boundary to Lincoln Heights.

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

Full depth asphalt repair, pavement planing, leveling and resurfacing. Stabilize existing subgrade, as required. Replace existing cracked and deteriorated curb and gutter. Reconstruct and/or repair existing catch basins. Add new catch basins and storm sewer pipe to improve drainage. Construct curb ramps where non-existent.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Medosch Street has a pavement width of 25' back to back of curb with standard 30" curb and gutter. The project will extend from intersection with Anthony Wayne Avenue through the intersection with Leggett Street, approximately 1,275 LF.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2,050 Year: 1998 Projected ADT: N/A Year: ____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ ____ Proposed Rate: \$ ____

Stormwater: Number of households served: ____

Medosch Street serves as a local collector street in the Valley Homes complex. It receives the majority of the traffic from Anthony Wayne Avenue into the Valley Homes complex.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 15 Years - Roadway 20 Years - Curb 50 Years - Storm Sewer

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 161,110.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>02 / 05 / 01</u>	<u>05 / 07 / 01</u>
4.2 Bid Advertisement and Award:	<u>07 / 09 / 01</u>	<u>08 / 13 / 01</u>
4.3 Construction:	<u>09 / 10 / 01</u>	<u>05 / 31 / 02</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ N/A /</u>	<u>/ N/A /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Ms. Shirley Salter
TITLE Mayor
STREET Village of Lincoln Heights
1201 Steffens Avenue
CITY/ZIP Village of Lincoln Heights, Ohio 45215
PHONE (513) 733-5900
FAX (513) 733-4190
E-MAIL _____

5.2 CHIEF FINANCIAL

OFFICER Ms. Carnell Matthews
TITLE Finance Director
STREET Village of Lincoln Heights
1201 Steffens Avenue
CITY/ZIP Village of Lincoln Heights, Ohio 45215
PHONE (513) 733-5900
FAX (513) 733-4190
E-MAIL _____

5.3 PROJECT MANAGER

TITLE Mr. Herman Dantzler
STREET Village Manager
Village of Lincoln Heights
1201 Steffens Avenue
CITY/ZIP Village of Lincoln Heights, Ohio 45215
PHONE (513) 733-5900
FAX (513) 733-4190
E-MAIL _____

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Mr. Herman Dantzler, Village Manager
Certifying Representative (Type or Print Name and Title)

Herman Dantzler 9/19/00
Signature/Date Signed

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The asphalt portion of Medosch Street has very severe base failure. The road crown has been flattened in sections, so that stormwater pools in the road. The existing curb and gutter is badly cracked, and severely spalled with stretches of complete curb deterioration. The road has been patched in several places, but continues to deteriorate due to base course failure. The overall condition of the road is poor.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The condition of the roadway (large potholes, low areas that pool water and can freeze) is such that loss of vehicle control is possible in some areas. The proposed improvements will remove these potential hazards.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

It is not anticipated that the completed project will have a significant adverse or beneficial impact on the health of the public and/or the citizens of the service area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Lindy Avenue Improvements

Priority 2 Medosch Street Improvements

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

N/A

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

The rehabilitation of Medosch Street will have no significant direct impact on the economic growth of the community.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

N/A

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The Medosch Street Improvements project will improve the roadway surface and improve stormwater drainage thereby remediating the pooling of stormwater in the road. This will alleviate the possible traffic hazards associated with these conditions.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 2

a.) Are preliminary plans or engineering completed? Yes _____ No x N/A _____

b.) Are detailed construction plans completed? Yes _____ No x N/A _____

c.) Are all utility coordination's completed? Yes _____ No x N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

e.) Give an estimate of time needed to complete any item above not yet completed. Preliminary and detailed plans, 3 months. Utility coordination concurrent with plan preparation. Time based on schedule in OPWC Application.

11) Does the infrastructure have regional impact?

The west end of Medosch Street handles traffic exiting and entering Anthony Wayne Avenue, the western boundary of Lincoln Heights, to the Valley Homes area. The east end of Medosch Street ends at the Lincoln Heights Community Center and Swimming Pool, and Leggett Street. Leggett Street is the only north-south road through Lincoln Heights other than the east and west border streets, Mangham and Anthony Wayne, respectively.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 2,050 x 1.20 = 2,460 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>\$5.00 Permissive Motor Vehicle License Fee</u>
Infrastructure Levy	_____	Specify type _____
Facility Users Fee	_____	Specify type _____
Dedicated Tax	_____	Specify type _____
Other Fee, Levy or Tax	_____	Specify type _____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2001
ROUND 15

Name of Jurisdiction: VILLAGE OF LINCOLN HEIGHTS

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>LINDY AVENUE IMPROVEMENTS</u>
2	<u>MEDOSCH STREET IMPROVEMENTS</u>
3	<u></u>
4	<u></u>
5	<u></u>

CDS Associates, Inc.

PROJECT: MEDOSCH STREET IMPROVEMENTS
FROM ANTHONY WAYNE AVENUE TO LEGGETT STREET
VILLAGE OF LINCOLN HEIGHTS, OHIO

DATE: 9/15/00
Project : 2000018-05 SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	203	PAVEMENT REMOVAL AND EXCAVATION	220	CY	\$25.00	\$5,500.00
2	253	PAVEMENT REPAIR	150	SY	\$35.00	\$5,250.00
3	254	PAVEMENT PLANING	3,618	SY	\$2.00	\$7,236.00
4	301	6" BITUMINOUS AGGREGATE BASE COURSE	82	CY	\$70.00	\$5,740.00
5	304	6" AGGREGATE BASE	82	CY	\$40.00	\$3,280.00
6	404	MULTI-SEAL SURFACING INTERLAYER	3,620	SY	\$3.25	\$11,765.00
7	404	ASPHALT CONCRETE 2" SURFACE	245	CY	\$78.00	\$19,110.00
8	407	TACK COAT	361	GAL	\$1.00	\$361.00
9	603	12" CONDUIT	75	LF	\$50.00	\$3,750.00
10	604	CATCH BASIN RECONSTRUCTED TO GRADE	10	EA	\$750.00	\$7,500.00
11	604	MANHOLE ADJUSTED TO GRADE	4	EA	\$250.00	\$1,000.00
12	604	NEW CATCH BASIN	1	EA	\$1,800.00	\$1,800.00
13	608	CURB RAMP	14	EA	\$100.00	\$1,400.00
14	608	CONCRETE SIDEWALK	700	SF	\$5.00	\$3,500.00
15	609	CONCRETE CURB AND GUTTER	2,900	LF	\$22.00	\$63,800.00

CDS Associates, Inc.

PROJECT: MEDOSCH STREET IMPROVEMENTS
FROM ANTHONY WAYNE AVENUE TO LEGGETT STREET
VILLAGE OF LINCOLN HEIGHTS, OHIO

DATE: 9/15/00
Project : 2000018-05
SCIP

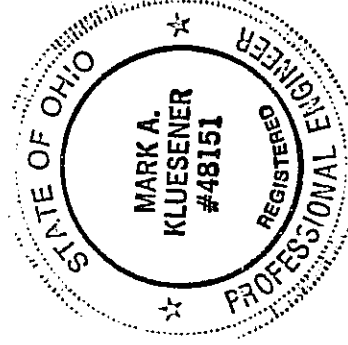
Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16	614	MAINTENANCE OF TRAFFIC	1	LS	\$4,000.00	\$4,000.00
17	SPL	GEOGRID STABILIZATION	490	SY	\$3.00	\$1,470.00
		TOTAL				\$146,462.00
		CONTINGENCIES AT 10% ±				\$14,648.00
		TOTAL ESTIMATED CONSTRUCTION ESTIMATE				\$161,110.00

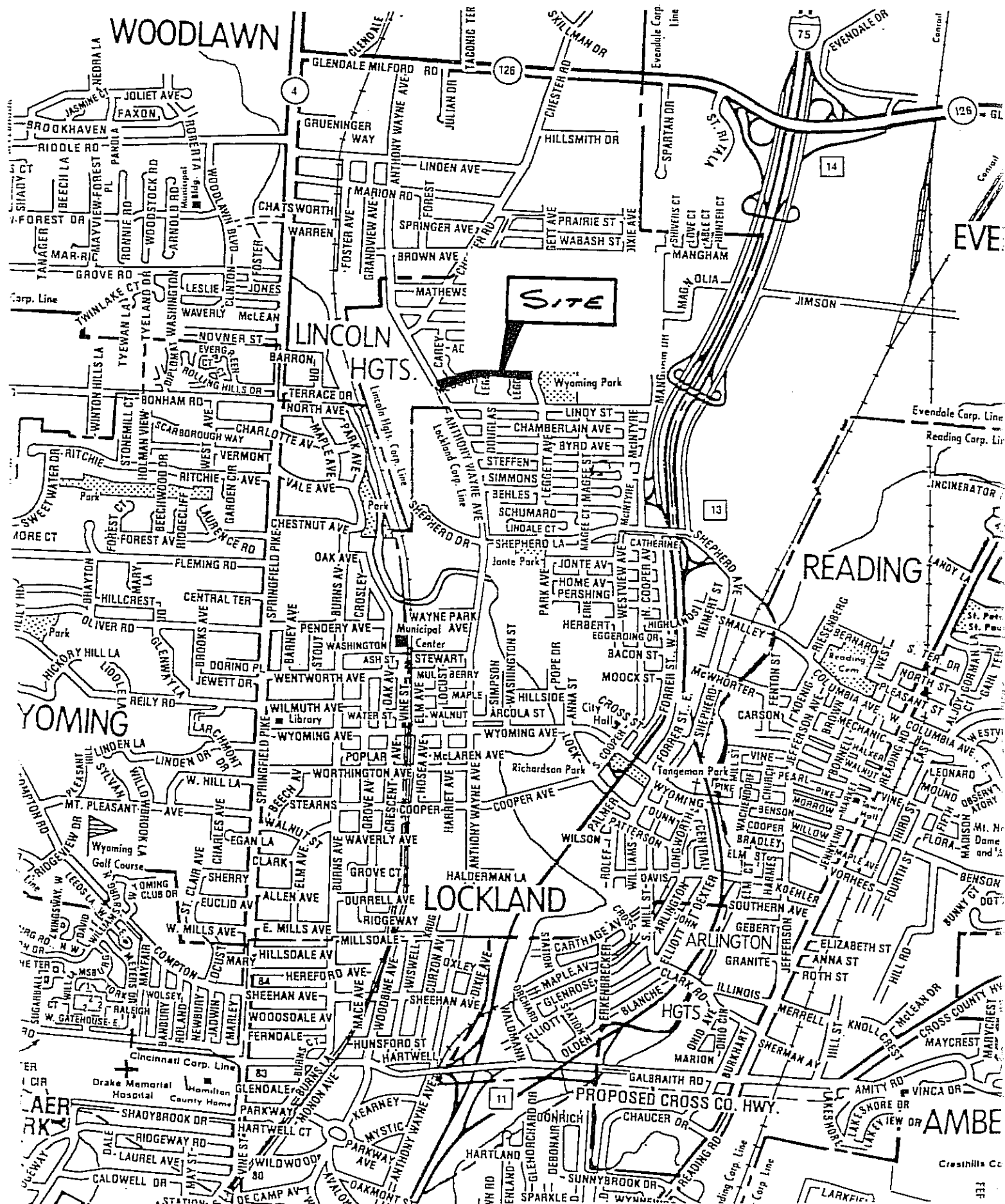
USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE MEDOSCH STREET IMPROVEMENTS WILL BE 20 YEARS FOR THE CONCRETE CURB, 15 YEARS FOR THE ASPHALT CONCRETE COURSE, AND 50 YEARS FOR THE DRAINAGE IMPROVEMENTS.

THE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLANS, AND CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT DUE TO CONSTRUCTION SCHEDULES AND BIDS BY QUALIFIED CONTRACTORS.

Mark A. Kluesener 9-20-00

Mark A. Kluesener, P.E.
Ohio Registration #48151

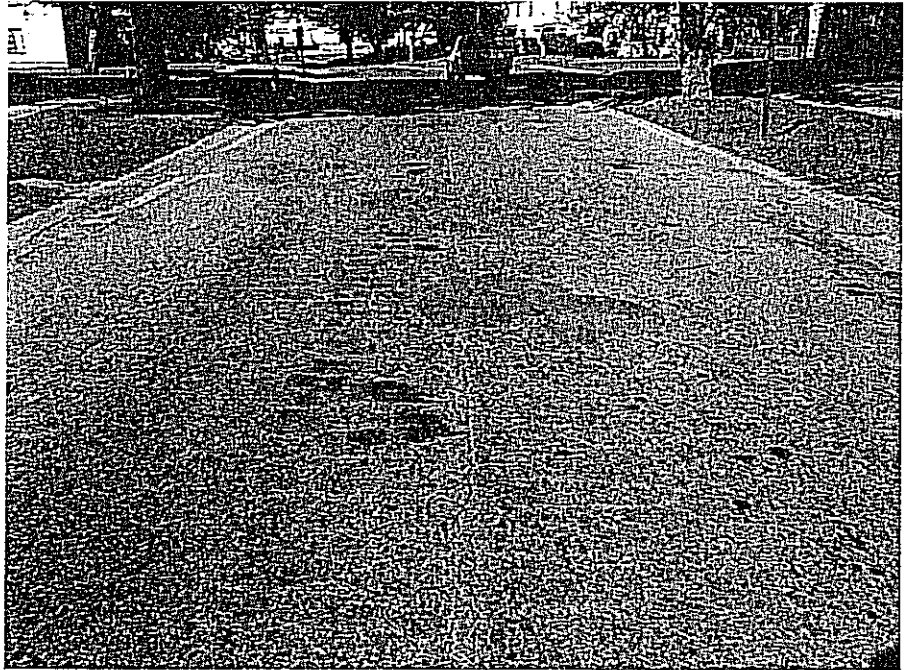




LINCOLN HEIGHTS, OHIO

Medosch Street

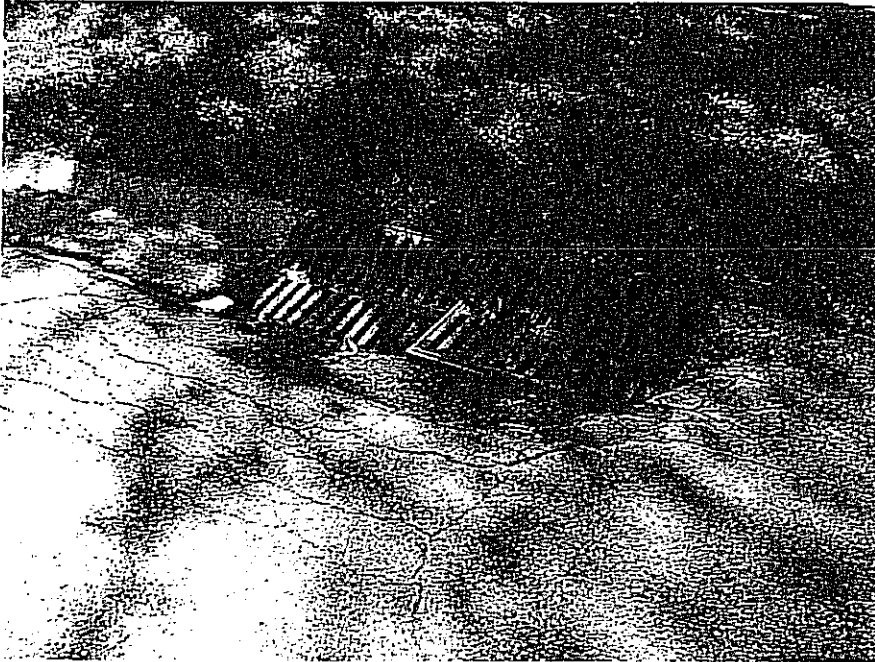
Existing asphalt pavement is badly cracked and deteriorated east of Anthony Wayne Avenue.



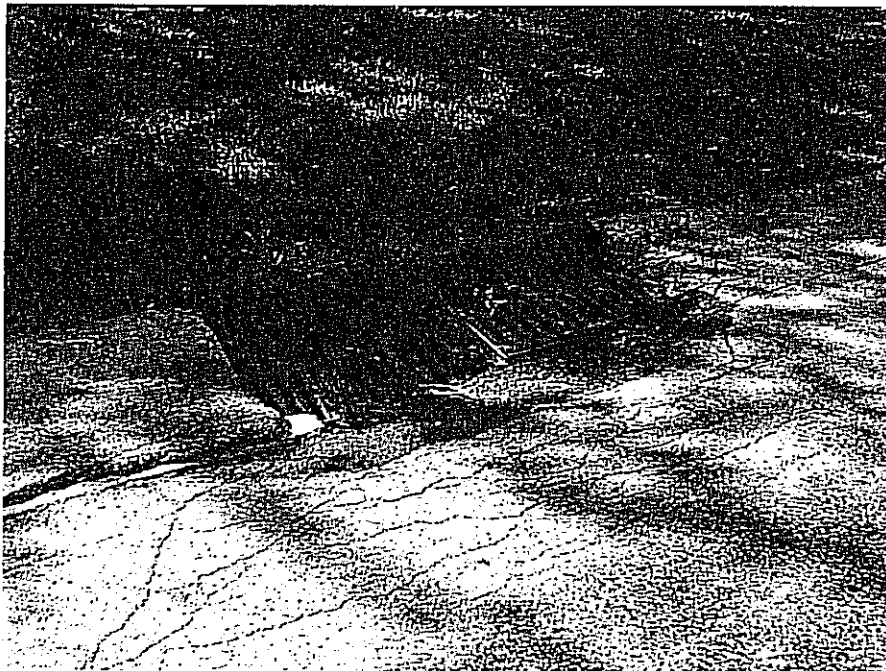
Section of existing curb and gutter that is very badly deteriorated.

LINCOLN HEIGHTS, OHIO

Medosch Street



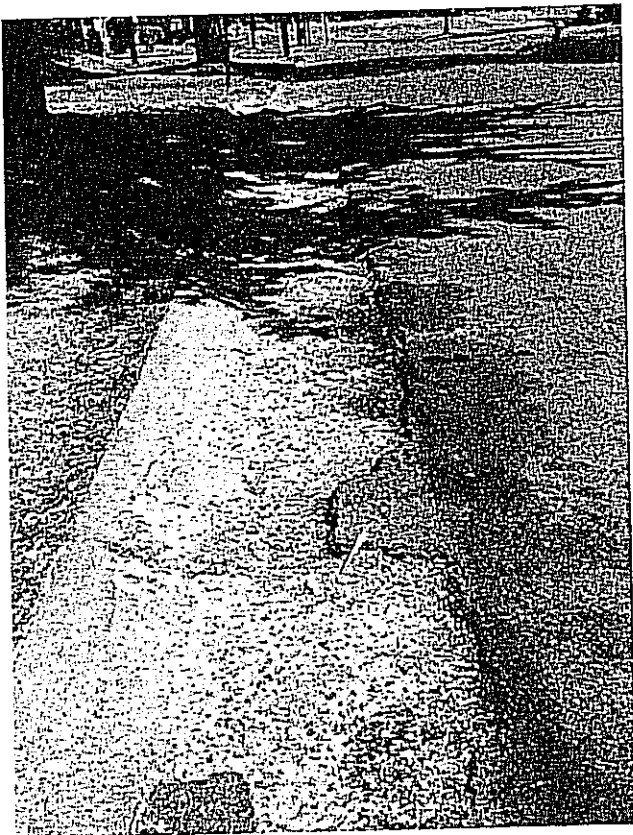
The existing curb inlet is in very poor condition and is not functioning as designed. This is typical of other inlets on the street.



LINCOLN HEIGHTS, OHIO

Medosch Street

Catch basin rendered to twenty percent (20%) of capacity due to pavement breakdown.



Severe curb and gutter spalling with total deterioration for stretches.

**AUTHORIZING LEGISLATION WILL BE
FORWARDED UNDER SEPARATE COVER
PRIOR TO DECEMBER 1, 2000.**

Village of Lincoln Heights


1201 Steffens Avenue
Lincoln Heights, Cincinnati, Ohio 45215
(513) 733-5900



CERTIFICATION OF FUNDS

Concerning the Medosch Street Improvement project, the Village of Lincoln Heights will contribute \$32,220.00 toward the project cost, an amount equal to a 20% local contribution.

I hereby certify the \$32,220.00 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Scheduled Section.


Carnell Mathews, Finance Director



CASH BASIS SUMMARY FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED DECEMBER 31, 19⁹⁹

Lincoln Heights

VILLAGE Hamilton

COUNTY

	GOVERNMENTAL FUND TYPES	EXPENDABLE TRUST FUNDS	PROPRIETARY FUNDS	NON-EXPEND. TRUST FUNDS	AGENCY FUNDS	TOTAL MEMORANDUM ONLY
RECEIPTS	REVENUE RECEIPTS:		OPERATING REVENUES:			
Local Taxes	1,085,277.80	646.96				1,091,691.26
Intergovernmental Revenue	386,440.06	682.20				387,122.26
Special Assessments	102,544.89					102,544.89
Charges for Services	45,381.94					45,381.94
Fines, Licenses, & Permits	102,928.80					102,928.80
Miscellaneous	67,268.09					67,268.09
TOTAL RECEIPTS	1,789,791.66	7151.16				1,796,942.82
DISBURSEMENTS	EXPENDITURE DISBURSEMENTS:		OPERATING EXPENSES:			
Current:						
Security of Persons & Property	730,557.81	3426.75				733,984.56
Public Health Services	1430.74					1430.74
Leisure Time Activities	192,832.11					192,832.11
Community Environment	40,690.88					40,690.88
Basic Utility Services	116,272.61					116,272.61
Transportation	172,892.52					172,892.52
General Government	569,945.35					569,945.35
Personal Services						
Travel Transportation						
Contractual Services						
Supplies and Materials						
Capital Outlay	82360.33					82360.33
Debt Service	15290.02					15290.02
TOTAL DISBURSEMENTS	1,968,728.42	3426.75				1,972,155.17
Total Receipts over/(under) Disbursements	(178,937.76)	3724.41				(175,213.35)
	OTHER FINANCING SOURCES/(USES)		NON-OPERATING REVENUES/(EXPENSES):			
Local Taxes						
Intergovernmental Revenues						
Proceeds from Sale of Debt						
Sale of Bonds						
Sale of Notes						
Other Proceeds						
Miscellaneous						
Sale of Fixed Assets						
Other Sources/Nonoperating Rev.						
Transfers-In	135,623.00					135,623.00
Advances-In						
Transfers-Out	(135,623.00)					(135,623.00)
Advances-Out						
Debt Service						
Other (Uses) Nonop. Expenditures	115,000.00					115,000.00
TOTAL OTHER FIN. SOURCES/(USES)	115,000.00	0				115,000.00
Excess Receipts and Other Financing Sources Over/(Under)	(63,937.76)	3724.41				
Expend. Disb. & Other Uses/Net						
Fund Cash Balance January 1	1,026,108.31	5661.30				1,031,709.61
Fund Cash Balance December 31	962,170.55	9325.71				971,496.27
Reserve for Encumbr. December 31	67,444.17	-				67,444.17
Summary of Indebtedness	OUTSTANDING Jan 1, 19 ⁹⁹	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 19 ⁹⁹	Treasury Balance Investments Cash on Hand Total Treasury Balance Outstanding Checks TOTAL BALANCE	
Mortgage Revenue					971,496.27	
G O Bonds	79,000.00		11,000.00	64,000.00	188,850.74	
G O Notes					782,645.53	
Revenue Anticipation Notes						
U. v. D. A. Loans						
Industrial Dev. Bonds						
Other Bonds & Notes						
TOTAL	79,000.00		11,000.00	64,000.00	971,496.27	

Memoranda Data:
Assessed Valuation
Property Tax Levies:
Inside 10 Mill
Outside 10 Mill
Municipal Income Tax
Estimated Population
Federal Census Population

22,848,000
3.08
17.00
618,762.95
5014
4805

I certify the following report to be correct and true, to the best of my knowledge.

Carneil Mathews
(Chief Fiscal Officer Sign Above)

1/24/00
(Date)

Finance Director
(Chief Fiscal Officer Title)

1201 Stephens Ave.
(Street Address)

Lincoln Hts 45215
(Village) (Zip)

Carneil Mathews

513-733-5900

RESULTING EMPLOYMENT OPPORTUNITIES

- A. **Temporary Employment:** It is anticipated that 10 temporary construction jobs will be created as a result of this project.
- B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Kluesener 9-15-00
Mark A. Kluesener, P.E. Date

MEDOSCH ST
(E. of Anthony Wayne)

K & E Technologies
WEEKLY SUMMARY
Starting: 09/15/1998

Page:

Site Reference: 000000000000
Site ID: 000000000000
Location:

File: d0915001.prm
User:
Direction: WEST

TIME	MON		TUE 15		WED 16		THU	FRI		SAT	SUN		TOTAL	
Lane 1	am	pm	am	pm	am	pm	am	pm	pm	am	pm	am	pm	pm
00:15				16		5							5	16
00:30				12		7							7	12
00:45				13		4							4	13
01:00				16		4							4	16
01:15				9		2							2	9
01:30				13		1							1	13
01:45				15		3							3	15
02:00				10		1							1	10
02:15				18		3							3	18
02:30				14		3							3	14
02:45				19		5							5	19
03:00				18		8							8	18
03:15				28		0							0	28
03:30				15		1							1	15
03:45				30		4							4	30
04:00				27		6							6	27
04:15				17		1							1	17
04:30				19		5							5	19
04:45				25		1							1	25
05:00				11		3							3	11
05:15				11		1							1	11
05:30				23		3							3	23
05:45				9		5							5	9
06:00				14		4							4	14
06:15				26		8							8	26
06:30				17		6							6	17
06:45				26		5							5	26
07:00				28		5							5	28
07:15				9	12								12	9
07:30				14	9								9	14
07:45				14	11								11	14
08:00				16	18								18	16
08:15				13	18								18	13
08:30				7	12								12	7
08:45				9	8								8	9
09:00				3	17								17	3
09:15				8	12								12	8
09:30				11	12								12	11
09:45				18	12								12	18
10:00				15	10								10	15
10:15				18	8								8	18
10:30			16	9									16	9
10:45			6	12									6	12
11:00			11	7									11	7
11:15			12	8									12	8
11:30			7	10									7	10
11:45			13	7									13	7
12:00			16	3									16	3

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Kluesener 9-22-98
SIGNATURE DATE

TOTALS	0	791	263	0	0	0	0	1054
AM Times		11:15	7:45					
AM Peaks		48	59					
PM Times		15:15						
PM Peaks		100						

K & E Technologies
WEEKLY SUMMARY
Starting: 09/15/1998

Page:

Site Reference: 000000000000
Site ID: 000000000000
Location:

File: d0915001.prn
User:
Direction: EAST

TIME	MON		TUE 15		WED 16		THU		FRI		SAT		SUN		TOTAL	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15				20		6									6	20
00:30				6		5									5	6
00:45				8		7									7	8
01:00				17		6									6	17
01:15				9		5									5	9
01:30				17		3									3	17
01:45				4		1									1	4
02:00				13		0									0	13
02:15				11		6									6	11
02:30				15		0									0	15
02:45				16		2									2	16
03:00				22		0									0	22
03:15				15		0									0	15
03:30				15		0									0	15
03:45				11		1									1	11
04:00				6		1									1	6
04:15				20		2									2	20
04:30				14		1									1	14
04:45				20		2									2	20
05:00				27		0									0	27
05:15				31		0									0	31
05:30				36		1									1	36
05:45				31		2									2	31
06:00				25		3									3	25
06:15				15		1									1	15
06:30				17		4									4	17
06:45				12		11									11	12
07:00				6		12									12	6
07:15				23		5									5	23
07:30				20		9									9	20
07:45				20		10									10	20
08:00				16		3									3	16
08:15				17		2									2	17
08:30				41		1									1	41
08:45				31		6									6	31
09:00				25		9									9	25
09:15				15		4									4	15
09:30				13		4									4	13
09:45				18		3									3	18
10:00				17		3									3	17
10:15				12		5									5	12
10:30			4	11											4	11
10:45			12	6											12	6
11:00			16	3											16	3
11:15			7	3											7	3
11:30			10	3											10	3
11:45			22	7											22	7
12:00			18	1											18	1

TOTALS	0	850	146	0	0	0	0	996
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AM Times	11:15	6:45
AM Peaks	57	37

PM Times	17:00
PM Peaks	125

MASS TRANSIT UTILIZATION OF MEDOSCH STREET

Attached is a letter from Metro Transit Planning and Development from Southwest Ohio Regional Transit Authority (SORTA) in Hamilton County. The letter was previously submitted in the SCIP applications for rider's use in the Metro Route #20 and Route #78 serving Lincoln Heights. Please note that Route #20 serves the entire length of Medosch Street. The letter states that 38 buses utilize the above corridor per day during the weekdays. The average number of riders is 12 per trip, (based on the noted range of 5 to 20 passengers).

Based on the information from the letter, an average number of bus passengers per day (during the weekday) is 459.



Planning
and
Development
Department
(513) 632-7543
FAX (513) 632-7694

September 18, 1996

Mr. David Emerick
CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242

Dear Mr. Emerick:

The Southwest Ohio Regional Transit Authority (SORTA), more commonly known as The Metro, operates fixed route public transit service on five of the seven street segments included in the fax that you sent to us. This service is as follows:

On State Route 4 between State Route 126 and State Route 747

This segment is served by Metro Route 78 Tri-County. Metro operates 31 one-way trips on weekdays, 27 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this portion of the route. There are usually between 5 to 25 passengers on board on each trip on this street segment.

On Sharon Road between Ballinger Road and State Route 4

This segment is served by Metro Route 20 Tri-County. Metro operates 31 one-way trips on weekdays and 23 one-way trips on Saturdays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

On East Kemper Road between State Route 747 and the CSX railroad bridge to the east

This segment is served by Metro Route 20 Tri-County and Metro Route 78 Tri-County. Combined, Metro operates 52 one-way trips on weekdays, 50 one-way trips on Saturdays and 21 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 and 20 passengers on board on this street segment.

Metro is a non-profit
public service of
Southwest Ohio Regional
Transit Authority

Emerick letter
page -2-

On Mangham Drive in Lincoln Heights

This segment is served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

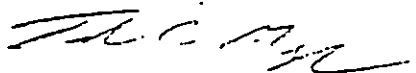
On Chicago Avenue in Lincoln Heights

This segment is also served by Route 78 Lincoln Heights. Metro operates 38 one-way trips on weekdays, 28 one-way trips on Saturdays and 23 one-way trips on Sundays and holidays on this part of the route. There are usually between 5 to 20 passengers on board on this street segment.

Metro does not operate any fixed route bus service on Kemper Road between Reed Hartman Highway and Snyder Road or on Northland Blvd. between Waycross Road and the Forest Park east corporation line.

Thanks for your interest in Metro service. If I can be of any further assistance, please let me know.

Sincerely,



Ted C. Meyer
Manager of Planning & Scheduling

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

NAME OF APPLICANT: VILLAGE OF LINCOLN HEIGHTS
NAME OF PROJECT: MADOSCH STREET IMPROVEMENTS
RATING TEAM: #3

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?
25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better
Appeal Score _____
- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?
25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact
Appeal Score _____
- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?
25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact
Appeal Score _____
- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).
25 - First priority project
20 - Second priority project
15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower
Appeal Score _____
- 5) Will the completed project generate user fees or assessments?
10 - No
0 - Yes
Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

27 = 0

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

27 = 20

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

20%

8) Matching Funds - OTHER

27 = 0

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

27 = 0

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

27 = 21

5 – Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

3 – Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 – Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

27 = 0

10 – Major impact

Appeal Score

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction? 22 = 20

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? 22 = 0

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project? 22 = 7

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.) 22 = 11

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.